

LAND USE PERMIT APPLICATION



1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

This Section For Staff Use Only

Permit Number: _____
Staff Contact: _____

Date Received: _____

Type of Application: Short Plat

PROJECT INFORMATION

Name of Project (if applicable): Issaquah School District No. 411 Short Plat

Project Site Address: _____

Parcel Number: 856273-0170

OWNER

Name: Issaquah School District No. 411

Address: 5150 220th AVE SE, Issaquah, WA 98029

Phone: _____ Email: _____

APPLICANT

Name: Tom Mullins

Address: 5150 220th AVE SE, Issaquah, WA 98029

Phone: _____ Email: _____

CONTACT

Name: Dave Robertson - David Evans & Associates

Address: 20300 Woodinville Snohomish Road Northeast, Suite A Woodinville, WA 98072

Phone: 425.415.2055 Email: Dave.Robertson@deainc.com

PROPOSED PROJECT DESCRIPTION

Please provide a brief description of the project. (Use an additional sheet of paper, if necessary.)

Two lot short plat

I certify (or declare) under penalty of perjury under the laws of the State of Washington that all application information, including plans and reports, are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.

Signature: _____ Date: _____

PROJECT SITE INFORMATION

Legal Description: (Use an additional sheet of paper, if necessary.)

Zoning Designation: **CF-F Community Facilities-Facilities**

Land Use Designation: **Community Facilities**

Subarea Designation: _____

Shoreline Designation, if applicable: _____

Existing Land Use: **Vacant**

Adjacent Land Uses North: **Undeveloped**

South: **Undeveloped**

East: **SR 900**

West: **Senior Living Facility**

Area in square feet: **350,483**

Does the site contain any of the following environmentally critical areas? Check all that apply.

- | | |
|---|---|
| <input type="checkbox"/> Flood Hazard Area | <input checked="" type="checkbox"/> Landslide Hazard Area |
| <input type="checkbox"/> Streams | <input type="checkbox"/> Wetlands |
| <input checked="" type="checkbox"/> Steep Slope Hazard Area | <input type="checkbox"/> Coal Mine Hazard Area |

PROPOSED DEVELOPMENT STATISTICS

Proposed Land Use: **Middle School**

Density (multifamily only): _____

Impervious Surface Ratio: _____

Pervious/Landscaping/Open Space Provided (in square feet): _____

Maximum Proposed Building or Structure Height: _____

Total Proposed Building Square Footage (Gross Area): _____

Proposed Setbacks Front: _____

Rear: _____

Side: _____

Parking Spaces Provided: _____

City of Issaquah
AFFIDAVIT OF OWNERSHIP

STATE OF WASHINGTON)
COUNTY OF KING)
CITY OF ISSAQUAH)

I/we, Thomas C. Mullins, being duly sworn depose and say, that I am (we are) the owner(s) of the property involved in this application and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of my (our) knowledge and belief.

Thomas C. Mullins
Owner's Signature

4/22/2020
Date

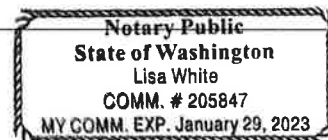
Owner's Signature

Date

Mailings:	<u>5150 – 220th Avenue SE</u>	<u>Issaquah</u>	<u>WA</u>	<u>98029</u>
	Street	City	State	Zip
Phone:	<u>(425) 837-7040</u>	<u>(425) 837-7040</u>		
	Home	Business		

Subscribed and sworn to before me this 22 day of April, 2020

Lisa White
Notary Public in and for the
STATE OF WASHINGTON, residing at
Issaquah, WA



City of Issaquah
AFFIDAVIT OF AGENT AUTHORITY

STATE OF WASHINGTON)
COUNTY OF KING)
CITY OF ISSAQUAH)

I/we, Thomas C. Mullins, being duly sworn depose and say, that I am (we are) the owner(s) of the property legally described below, and that David Evans and Associates Inc. has my/our permission to act as my/our agent on my/our behalf for this application for a short plat for the subject property with the City of Issaquah.

Legal Description: See attached Exhibit A

7L C. M. Hall
Owner's Signature

4/22/2020
Date

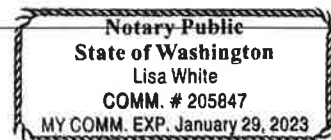
Owner's Signature

Date _____

Mailing Address:	5150 – 220 th Avenue SE	Issaquah	WA	98029
	Street	City	State	Zip
Phone:	(425) 837-7040	(425) 837-7040		
	Home	Business		

Subscribed and sworn to before me this 22 day of April, 2020

Lisa White
Notary Public in and for the
STATE OF WASHINGTON, residing at
Issaquah, WA



Project Narrative
Issaquah School District
Short Plat
06/1/2020

Proposed Land Use

The applicant proposes a 2 lot short subdivision on 8.96 acres (350,483.76 square feet). Proposed Lot A would be 8.046 acres in size and Proposed Lot B would be approximately .918 acres in size (39,988.08 square feet).

The proposed project will include construction of a new middle school facility and an athletic field. Two school buildings are proposed, both located on the north end of the site. The buildings will have finish floor elevations ranging from 226 feet at the low (south) end up to 277 feet at the high (north) end of the buildings. A synthetic turf multi-purpose field and track will be located south of the school building. The field will require cuts and fills on the order of 30 feet. Substantial retaining walls consisting of soldier pile, soil nail, cast-in-place (CIP), and mechanically stabilized earth (MSE) walls are proposed to support significant grade changes across the site. Other site improvements will include paved roads and parking areas, sidewalks, utilities, and landscaping.

Location

The site consists of King County Parcel Number 856273-0170, and is located south of Talus Drive, and west of SR 900. The project site is the current Talus Parcel 17B, at the intersection of NW Talus Drive and Falcon Way NW. The site was constructed to its current configuration during previous earthwork. The site was previously regraded and used as a construction staging area during work on the buildings.

Geologic Conditions

The site is an irregularly shaped parcel of 8.96 acres with slopes onsite and to the west, south, and east of the site. Total vertical relief across the site is approximately 145 feet, with the highest point in the southwest corner of the site, sloping down to a relatively flat gravel lot terrace in the north-central part of the site. East of the flatter central terrace, topography slopes down to the east to the lowest point in the southeast corner of the site. King County Environmentally Sensitive Area (ESA) mapping depicts mapped Seismic Hazard and Erosion Hazard Areas onsite, and Coal Mine Hazard Areas approximately 1,000 feet to the south of the property boundary. The site contains slopes that meet geometric criteria for treatment as Steep Slope and Landslide Critical Areas in accordance with *Issaquah Municipal Code* (IMC) 18.10.390. For more detailed information regarding on site geological conditions see the report titled *Subsurface Exploration, Geologic Hazard, and Geotechnical Engineering Report prepared by Associated Earth Sciences, Inc., dated May 4, 2020*.

The site slopes from west to east with approximately 120 feet of elevation difference across the site. The runoff from the site currently sheet flows or is conveyed by corrugated plastic pipes to the existing pond where it infiltrates or discharges through an overflow pipe to a regional detention pond across Talon Drive.

Zoning and Comprehensive Plan

The project site is designated Community Facilities on the City of Issaquah Comprehensive Plan Land Use Designation Map and has an implementing zone of CF-F – Community Facilities - Facilities.

IMC 18.06.090.E.3. CF – Facilities: CF-F zone is primarily for services and/or recreation oriented development that serves the larger community and includes uses that generate high levels of traffic. The intent of the CF-F zone is to provide a land use designation for community facilities that do not qualify for CF-OS or CF-R land use designations, such as indoor recreation oriented development, utilities, government facilities, libraries, daycare, conference centers, schools, park and rides, banquet reception halls, museums, or public/private projects.

Existing and Surrounding Land Use

The project is located within the City of Issaquah. The site is bounded by Falcon Way to the west, Talus Drive to the north, and Talus HOA property to the east. Timber Ridge at Talus is a senior living community upslope and to the west of the site. Properties to the north and south are undeveloped. The eastern boundary of the site is the Renton-Issaquah Road SE (SR 900). The area within the property boundary is 8.96 acres that is mostly undeveloped and located in the Tibbetts Creek drainage basin.

The project site was originally part of the Talus plat development and master plan but was never developed. There is a large existing pond in the southeast corner that was planned as part of the master plan development but does not currently serve any developed area. There is a construction parking lot/staging area with temporary power and lighting as well as some temporary corrugated plastic drainage pipes to safely convey runoff down the existing steep slopes on-site to the pond. Public utilities on-site include a 12" water main with a 20' easement running east to west through the site.

Utilities

Both proposed lots would be served by City water and sanitary sewers extended from off-site locations.

Critical Areas

Critical areas regulated under IMC 18.10 occur on both proposed lots. The King County iMap shows possible seismic and erosion hazards on-site according to the 1990 Sensitive Areas Ordinance. The site also contains steep slopes in some areas that are not yet mapped by King County. Slopes greater than 40% have been mapped and are shown in the survey.



DAVID EVANS
AND ASSOCIATES INC.

June 9, 2020

Lucy Sloman,
City of Issaquah, Land Development Manager
1775 12th Ave NW
Issaquah, WA 98027

RE: Talus Parcel 17B Short Plat & SEPA

Dear Lucy,

Please be advised that a short plat of Lot 17B of the Talus Urban Village is being submitted to divide the parcel into two lots. As Lead Agency for the ultimate development of the site, the Issaquah School District Number 411 issued a Mitigated Determination of Nonsignificance (MDNS) on January 27, 2020. Although this short plat was not initially anticipated as a part of the overall project scope described in the MDNS, it does not physically or environmentally change the scope of the project. Nevertheless, SEPA is required as part of this short plat due to critical areas on the site. We are requesting the City of Issaquah to adopt the previously issued MDNS per the provisions of WAC 197-11-630.

Sincerely,
DAVID EVANS AND ASSOCIATES, INC.

Jeff Morgan
Senior Land Use Planner

Attachments/Enclosures:

1. Issaquah School District SEPA Checklist, dated January 22, 2020
2. Issaquah School District Mitigated Determination of Nonsignificance, dated January 27, 2020

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

New Middle School No. 6

2. Name of applicant:
Issaquah School District No. 411
3. Address and phone number of applicant and contact person:
*Issaquah School District
Tom Mullins, Director of Capital Projects
5150 - 220th Ave SE
Issaquah, WA 98029
425-837-7040*
4. Date checklist prepared:
October 4, 2019; updated January 2020
5. Agency requesting checklist:
*Issaquah School District No. 411
City of Issaquah Development Services Department*
6. Proposed timing or schedule (including phasing, if applicable):
*Project construction anticipated to begin in March 2020
School anticipated to open in September 2021*

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There would be a very limited area for expansion at the north end of the classroom building which would provide additional program area equal to four to six classrooms if the School District finds a need for expansion in the future.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- [Stormwater Drainage Report 01/17/20](#)
- [Preliminary Geotechnical Report w/Critical Areas Study 07/19/2019](#)
- [Parking Analysis Technical Memorandum 10/02/2019](#)
- [Phase 1 Environmental Site Assessment 01/11/2019](#)
- [Site Noise Report 03/20/2019](#)
- [Parcel 17B 40% Steep Slope Analysis 07/02/2019](#)
- [Traffic Impact Analysis \(TIA\) 12/13/2019](#)
- [Arborist/Tree Retention Report 12/2018](#)
- [Arborist/Tree Preservation Plan 10/04/19](#)
- [Stormwater Pollution Prevention Report \(to be submitted with Site Work permit\)](#)

Also: City of Issaquah issued a nonproject Determination of Nonsignificance on October 9, 2019, related to the 2019 Comprehensive Plan and Zoning Map amendments affecting several publicly owned properties including this site.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

A Site Work Permit Submittal was made on June 28, 2019 for a water line reroute project which is independent of the Middle School proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

Site Development Permit

Comprehensive Plan and Zoning Map – Redesignation and Rezone

Site Work Permit 2 & 3

Building Permit - Shoring

Landscape Permit

Building Permit 1, 2 & 3: Structure, Building, Garage

King County Health Department Permit

NPDES Permit

Fire Alarm and Fire Sprinkler Permits

Deviation from Standards – Driveway Distance

Allowed Modification – CIDDS 8.13 Parking

Administrative Adjustment to Standards:

AAS-19: Site Retaining Walls / Grading / Cut & Fill

AAS-20: Tree Retention

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed new Middle School No. 6 would be approximately 144,822 sf as calculated per the Issaquah Municipal Code and would include classrooms, school administration, commons, kitchen and server, a library, a gymnasium and auxiliary gymnasium, and general staff and building support spaces.

The proposed site work would include a new internal road from NW Talus Drive for access to parking and for family queuing and loading. Visitor and staff parking would be accommodated in an approximately 35,000 sf, two-level parking garage with additional parking stalls provided on grade. There would be a separate road for bus queuing and loading accessed from Falcon Way NW. Fire lane access to the east and south portions of the building and to the track and field would be provided from NW Talus Drive adjacent to the easternmost property line.

The site would include a multi-purpose athletic field and an on-site trail that would connect the Timber Ridge trail system from NW Falcon Way to Talus Drive NW. An overhead pedestrian bridge would provide a safe route for students to travel from the bus loading area to the school building. The site has been previously graded which will require extensive use of site walls to account for the existing grading cuts and elevation changes across the site. Site walkways, stairs, and ramps would provide accessible connections throughout the site.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you

are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed project would be located at the southeast corner of the intersection of NW Talus Drive and Falcon Way NW, Parcel 17-B.

Legal Description:

REVISED PARCEL 17B, CITY OF ISSAQUAH BOUNDARY LINE ADJUSTMENT NO. BLA03-004EV, RECORDED UNDER RECORDING NUMBER 20040526900004, IN KING COUNTY, WASHINGTON.

SAID BOUNDARY LINE ADJUSTMENT BEING A SUBDIVISION OF PARCELS 17-A, 17-B, 17-C AND 17-D, AND TRACT E, TALUS DIV. A, A MASTER PLAT, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 201 OF PLATS, PAGES 38 THROUGH 50, IN KING COUNTY, WASHINGTON, AND OF LOT 1 AND TRACT X OF CITY OF ISSAQUAH SHORT PLAT NUMBER SP-04-001EV, RECORDED UNDER RECORDING NUMBER 20040519900001.

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other ____

b. What is the steepest slope on the site (approximate percent slope)?

The site contains existing, previously graded slopes meeting geometric criteria in IMC 18.10.390 for treatment as Landslide Hazard Areas. The site has an existing gravel pad constructed for construction staging as well as two access roads. There are existing slopes between 40% and 75% on either side of the gravel pad and access roads. The site slopes down between 20% and 50% to the existing detention pond in the southeast corner of the site. The existing slopes have been installed for several years and have been stabilized.

In the final condition, the site would utilize engineered, stepped retaining walls to minimize steep slopes. Steep slopes with a maximum slope of 50% (2H:1V) would still exist on the north and south edges of the property in the final condition.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Most of the surficial soils on the site and adjacent areas consist of man – made structural fill, which under Natural Resources Conservation Service (NRCS) nomenclature is classified as Modified Land.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The subject site and its immediately adjacent areas do not have a known history of slope instability. Other non - adjacent portions of the Talus development of which the subject site is a part have experienced slope instability as a result of inadequately designed earthwork. The previous instability of other non – adjacent portions of the Talus property are the subject of ongoing slope stability monitoring. Areas of previous slope instability are not anticipated to affect the work covered under this proposal.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The existing site consists of mostly steep slopes. The project would regrade the site utilizing engineered site walls to create usable space for development. The total area proposed to be regraded is approximately 9.18 Acres (400,000 SF). Estimated cut is 110,000 CY and estimated fill is 105,000 CY. On-site cut soils would be used for fill material to the extent feasible; approved structural fill would be used as required.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

With steep slopes present, there would be a possibility that erosion could occur during excavation and construction activities. A TESC plan addressing the methods used to minimize erosion will be submitted with the project plan set. The proposed project would limit the amount of time that open soils are present during construction and open soils would be stabilized when they are not being worked.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Roughly 78% of the site would be covered with impervious surfaces. This includes building area, paving area, running track, and an artificial turf athletic field.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A TESC plan addressing the methods used to minimize erosion will be submitted with the project plan set. The plan proposed would limit the amount of time that open soils are present during construction and open soils would be stabilized when they are not being worked.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Typical gas and diesel fueled-based vehicles would emit exhaust during construction. Most contractors and sub-contractors use clean diesel in their equipment to help reduce emissions and those that don't would be encouraged to do so.

After project completion, automobiles, trucks, and school buses used by students, staff, and visitors to the school would create emissions. The encouraged use and provision of alternative fuel vehicle parking stalls and bicycle and pedestrian routes would lessen long-term air emissions. The District would provide bussing for students including those living within the Talus development. See 14f for anticipated number of vehicle trips per day.

A single diesel standby generator would be provided on the site. It would be used for emergency purposes serving emergency lighting, communications, fire alarm, and elevator for accessible means of egress, and a few optional loads such as kitchen refrigeration for the school district. It would operate once a week for 10 minutes in test mode and in an emergency condition with UL-142 minimum 125% containment capacity. The generator would have a 737-gallon dual wall self-contained diesel tank under the generator. For emissions the generator would meet EPA Tier 3 emissions requirements. Exhaust specifications would be as follows: flow is 1439 cfm; temp is 954 F; and back pressure is 33.76 in H₂O. It is enclosed in a sound protective housing, which limits noise to 74 dBa at 20 feet.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Watering the site during hot summer months or over extended dry periods during construction via a water truck to control dust.

3. Water [\[help\]](#)

- a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There is an existing depression in the southeast corner of the property that was constructed to be a detention pond as part of the Talus master plan development but it does not currently serve any developed area. The pond flows to another existing pond that serves as a regional detention pond for the Talus development. The outfall for the ponds connects to the existing public storm system in SR 900, which eventually discharges to Tibbetts Creek.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project would remove the existing pond on the property as it does not currently serve any stormwater function and the project is not permitted to discharge runoff to the regional detention pond across Talus Drive.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The project would fill the existing, unused pond with approximately 10,000 cubic yards of approved on-site structural fill material.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The existing pond does not serve any area other than property area. All runoff from the property area would be collected by the proposed drainage system and conveyed to the existing storm system in SR-900.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The proposed project is not within a 100-year floodplain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The proposed project does not involve any discharges of waste materials to surface waters.

b. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

The proposed project would not utilize groundwater drawn from a well.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The proposed project would not involve any discharge of waste material into the ground.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Rainfall onto the property is the sole source of runoff for the proposed project. Runoff from the developed site area would be collected and conveyed using a closed series of catch basins and storm pipes. The runoff would be routed to a new underground detention facility located under the athletic field. A media filter would be installed downstream of the detention facility to treat on-site runoff for enhanced water quality treatment. The proposed storm system would discharge to the public storm system running down SR 900, downstream of the regional detention pond that serves the Talus development. The public storm system eventually discharges to Tibbetts Creek.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials are anticipated from the proposed project.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed project would only alter drainage patterns within the property boundary. The proposed outfall for the property would match the existing outfall, connecting to the SR 900 public storm system. The runoff would no longer be routed through the Talus regional detention pond but would connect to the same system downstream.

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project would match existing grades at the project boundary to reduce impacts to drainage patterns. The project would utilize a detention facility to match the post-developed flow rates to historical flow conditions to minimize impact due to concentrated flows. The project would treat all runoff from pollution-generating surfaces for enhanced water quality to reduce impact on surface water quality.

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other
☒ evergreen tree: fir, cedar, pine, other
☒ shrubs
☒ grass
☐ pasture
☐ crop or grain
☐ Orchards, vineyards or other permanent crops.
☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
☐ water plants: water lily, eelgrass, milfoil, other
☐ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

Existing grass and woody vegetation would be removed and replaced with new vegetation. Existing trees would be removed where necessary for new construction.

Tree removal and replacement would occur in accordance with City of Issaquah tree preservation requirements. Approximately 83,530 sf of new landscape area would be installed on site and approximately 11,000 sf of landscape would be installed in the adjacent property to the east which is owned by the Talus Residential Association. Any work on the adjacent property will be approved by and coordinated with the TRA.

- c. List threatened and endangered species known to be on or near the site.

No known threatened or endangered species on site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Proposed landscape areas would be lawn, shrub and groundcover planting areas and trees. Selected plants would be primarily native and drought resistant. Trees would be planted where feasible and as required for tree replacement and to meet tree density requirements.

- e. List all noxious weeds and invasive species known to be on or near the site.

None known.

5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

Deer, raccoons, coyotes, and rabbits have been seen in the general Talus area.

- b. List any threatened and endangered species known to be on or near the site.

None known.

- c. Is the site part of a migration route? If so, explain.

None known.

- d. Proposed measures to preserve or enhance wildlife, if any:

New landscape areas would incorporate mostly native plants which would provide wildlife habitat on site and create opportunities for environmental education for students. Site planning would strive to retain existing trees and native vegetation where possible.

- e. List any invasive animal species known to be on or near the site.

None known.

6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electric and natural gas would be used. Both energy sources would be used to heat and cool the building. Electrical power will also be used for ventilation, lighting, and technology services.

- e. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The proposed project would not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The HVAC system would be a dedicated outdoor air system (DOAS) type. This system decouples the heating and cooling function with the ventilation air requirement which greatly reduces fan energy requirements. Other measures that would be utilized are as follows:

- a. Enthalpic heat recovery wheels;*
- b. High efficiency condensing gas boilers; and*
- c. Air cooled chiller to be 15% more efficient than code minimum.*

The Project will utilize components of the Washington Sustainable Schools Protocol (e.g., daylighting, operable windows, lighting control systems, efficient mechanical systems, low water usage).

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There are no known environmental hazards that could occur as a result of this proposal.

- 1) Describe any known or possible contamination at the site from present or past uses.

None known or found during the Level 1 Environmental Review.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

The generator would be provided with a 737-gallon base tank under the generator. The tank would be dual wall and have minimum 125% containment capacity and meet UL 142 and be IBC certified. The tank would be provided with emergency pressure relief vents.

- 4) Describe special emergency services that might be required.

Emergency services that might be required are similar to that of a typical middle school.

The proposed vehicular road through the site accessed from Talus Drive NW and the bus road accessed from NW Falcon Way will be designed in conjunction with review by Eastside Fire and Rescue to accommodate fire trucks and their outriggers. A fire lane accessed from NW Talus Drive adjacent to the east property line will provide emergency vehicle access to the east and south portions of the building as well as the track and field. A fire department-approved hammerhead turn-around would be provided at the end of the fire lane to allow vehicles to exit back to Talus Drive NW.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

The generator would have a base tank dual wall for self-containment. Containment would provide minimum 125% capacity to meet UL 142 and IBC standards.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Per the Site Noise Report by A3 Acoustics dated March 20, 2019, the primary sources of background noise on this property are from trucks driving on NW Talus Drive and primary sources of noise spikes are overflying planes. To reduce the impact of outside noise, the building windows would be constructed and sealed per the recommendations of the report.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Heavy earth grading machinery, tree cutting, and hauling of materials would create temporary noise for a relatively short duration during construction. Construction of the project would create typical construction noise.

Long-term noise impact to the community would be typical of a middle school (physical education and sporting events on the field, class period bells, bus and vehicular traffic noise, and service vehicle loading and unloading.)

The generator would be in a sound enclosure that limits noise to 75 dBa at 20 feet. The generator will only run 1x a week for 10 minutes in test mode and during emergency power outages. Testing would occur during days and hours allowed for construction per the Issaquah Municipal Code.

- 3) Proposed measures to reduce or control noise impacts, if any:

Noise generated during construction activities would comply with the City of Issaquah's allowed construction days and hours.

The generator would be in a Level 2 sound enclosure that limits sound to 75 dBa at 20 feet.

No permanent speakers will be installed at the playfield (though portable speakers or bullhorns may be used for school operations or school-sponsored events). Third party/community users of the field will be prohibited from using portable speakers/bullhorns. Field signage will be installed to enforce this prohibition.

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently undeveloped although it has been partially re-graded for prior use as temporary construction staging. The site was previously approved for a large, 517,00 square foot office development. The school would provide an asset to neighboring residential properties by reducing commute times for families with middle-school age children and providing recreational opportunities to the community.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has not been used as working farmlands or working forest lands.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

- c. Describe any structures on the site.

No structures are located on site.

- d. Will any structures be demolished? If so, what?

Not applicable

- e. What is the current zoning classification of the site?

Community Facilities – Facilities

- f. What is the current comprehensive plan designation of the site?

Community Facilities

- g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The site contains slopes that meet City criteria for classification as a Landslide Hazard Area (LHA). A survey depicting the LHA areas and a geotechnical critical areas study have been prepared as supplements to this proposal.

- i. Approximately how many people would reside or work in the completed project?

The school would be designed for 850 – 900 students and 75 - 80 faculty and staff.

- j. Approximately how many people would the completed project displace?

No people would be displaced by this project.

- k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project would comply with applicable codes and guidelines. The project would be reviewed and approved by the Talus Architectural Review Committee as well as the City of Issaquah.

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable

- c. Proposed measures to reduce or control housing impacts, if any:

Not applicable

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height portion of the proposed structure would be 66'-4" from the calculated average grade plane.

The proposed exterior building materials would be of concrete masonry veneer, pre-finished metal siding panels, and phenolic resin wood grain panels.

- b. What views in the immediate vicinity would be altered or obstructed?

Due to the slope of the site, the property immediately to the north would maintain its views over the building and beyond. No other views would be altered or obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed building materials would be durable and of high-quality to complement the existing Urban Village context. The site would be landscaped to meet jurisdictional requirements and would include amenities that would be available for community use such as a public trail and a track and field.

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light or glare could occur from building lighting, parking lot light poles, and field lighting.

The parking lighting would be LED full cutoff with low glare shielding that produces no light trespass over the property line. The lighting would be enabled to operate between dusk and 11 PM to provide a safe environment for teachers and staff that work late and to accommodate school and community evening events both on the track and field and within the building. Creating lighting zones would provide the ability to selectively light the areas of the site that are in use, and each fixture would be provided with a motion sensor that reduces light output to 30% when no motion is present.

Field lighting will be LED cutoff and shielded to help prevent light glare from escaping to adjacent properties. The field lighting would be used between dusk and 9:15 pm during scheduled practices and games. The Timber Ridge community would sit above the top of light poles which would further reduce impacts of site lighting.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

None

- d. Proposed measures to reduce or control light and glare impacts, if any:

Building and parking lighting would be LED full cutoff with low glare lens. The Field lighting would be shielded, and the top of fixtures would be below views from the neighboring Timber Ridge community.

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The Timber Ridge pedestrian trail system connects the Talus community with trails through developed and natural areas; the proposed project would extend the existing trail from its junction with Falcon Way to Talus Drive. The trail would be located along the southern property line to best align with the existing trail and provide a more natural trail viewpoint.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

The proposed project would not displace any existing recreational uses.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The proposed project would provide new recreational opportunities for the community with its proposed gymnasium, auxiliary gymnasium, and track and field.

The site would also include a pedestrian trail that would connect the existing Timber Ridge trail system at the SW portion of the site from Falcon Way to the existing sidewalk on Talus Drive.

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

No

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The site is bounded by NW Talus Drive to the north and east, and Falcon Way NW to the west. Regional access to the Talus community is provided via NW Talus Drive at Renton Issaquah Road SE (State Route [SR] 900), directly east of the site. The main driveway would be on NW Talus Drive and would provide access to the family vehicle loading area and on-site parking. A fire lane driveway would also be accessed from NW Talus Drive but is planned for use only by emergency and service vehicles with access control (e.g., gates and/or removable bollards). A school bus loading area would be accessed from Falcon Way NW.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is not directly served by public transit. The nearest transit stop is located at the Issaquah Transit Center, located approximately one mile north of the site. Public school bus service will be provided to students attending the school.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The proposed project would provide 99 structured parking stalls and 23 on-grade stalls for a total of 122 on-site parking stalls available for all day use. Approximately 39 additional parking spaces would be available within the bus loading and family vehicle loading areas for non-school hour events for a total of 161 available parking spaces. The project would provide loading area for up to 18 school buses.

There is an existing paved graveled surface lot on the site, with capacity for approximately 70 parked vehicles, which would be removed with the project.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

A portion of Falcon Way NW would be widened from two 9-foot travel lanes to two 10-foot travel lanes to facilitate school bus entry and exit. The project proposes to install a traffic signal on NW Talus Drive at the main school driveway, and "Do Not Block" signage and pavement markings at the NW Talus Drive/Falcon Way NW intersection, to reduce the potential for the eastbound queue at the signalized intersection to block entering or exiting vehicles at that location. The project also proposes implementation of a school zone speed limit of 20 mph, with flashing beacons when in effect, along the segment of NW Talus Drive adjacent to and approaching the school.

The Talus Drive sidewalk along the property frontage would be increased to accommodate both pedestrians and bikes. This would allow students who bike to school to remain on the sidewalk instead of utilizing the bike lanes directly on Talus Drive which is not considered a safe route for students of this age. Students will utilize the same crosswalks as pedestrians at street crossings.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The proposed project would not use, or occur in the vicinity of, water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

At full enrollment capacity the project is expected to generate approximately 1,920 vehicle trips per day. The peak volumes would occur during the morning peak hour (between about 7:30 and 8:30 a.m.) and the school afternoon peak hour (between about 2:15 and 3:15 p.m.). The project is estimated to generate about 630 vehicle trips (347 inbound, 283 outbound) during the AM peak hour, and 315 vehicle trips (145 inbound, 170 outbound) during the school afternoon peak hour. Approximately 153 vehicle trips (75 inbound, 78 outbound) are projected during the commuter PM peak hour. Vehicle trip estimates were calculated based upon rates and methods presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition, 2017). It is expected that the school would be served by about 18 school buses in the morning and afternoon; truck trips would comprise less than 1% of total daily trips, primarily consisting of garbage pick-up and occasional deliveries.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposal would not interfere with, affect, or be affected by the movement of agricultural and forest products.

- h. Proposed measures to reduce or control transportation impacts, if any:

In addition to the improvements described in subsection (d) above (new traffic signal, street widening, and sidewalk improvements), the school would be served by school buses and the School District would encourage student use. On-site loading and circulation would be designed to accommodate the queuing associated with student drop-off and pick-up activities. The School would develop and implement a Transportation Management Plan (TMP) with measures to reduce traffic impacts and prevent parking overspill to neighborhood streets. Planned TMP measures include identification of safe walk and bike routes, establishment of procedures and travel routes for on-site student drop-off and pick-up, establishment of parking procedures, reminders about observing speed limits and neighborhood parking prohibitions, The School would also develop and implement a School-Event Management Plan that, at a minimum, would include a schedule of large events, neighborhood communication protocols, and parking management measures as detailed in the Traffic Impact Analysis. The School District would conduct annual monitoring of traffic queuing and parking conditions and add or adjust the plan measures as needed to address any issues that are identified.

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The proposed middle school would need public services typical of an area middle school.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

The proposed project would mitigate the need for public services by complying with all jurisdictional codes regarding fire and life-safety. The school would provide its own bus service to lessen the impact on roads. The school would have on-site enhanced counseling staff and resource offices and on-site school health room to address low infirmant and social service needs.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other: fiber optic for data

- e. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The project would add sanitary sewer, stormwater, power, and communication services to the site. A separate, independent permit submittal (SW19-00034) was made to the City of Issaquah to re-route the existing water main. Sanitary sewer, stormwater, and water services would be provided by the City of Issaquah. Power would be provided by PSE. Communication providers are still to be decided.

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Thomas C. Mullins

Name of signee: *Thomas C. Mullins*

Position and Agency/Organization: *Director of Capital Projects*

Date Submitted: 01/22/2020

NEW MIDDLE SCHOOL NO 6
MITIGATED DETERMINATION OF NONSIGNIFICANCE

Issued with a 14-day comment period

Description of Proposal: Construct a new 144,822 sf middle school including classrooms, school administration, commons, kitchen and server, library, gymnasium and auxiliary gymnasium, general staff and building support space, all on an 8.96 acre site. Site improvements include a multi-purpose athletic field and an on-site trail that would connect the Timber Ridge trail system from NW Falcon Way to Talus Drive NW. An overhead pedestrian bridge would provide a safe route for students to travel from the bus loading area to the school building. Site walkways, stairs, and ramps would provide accessible connections throughout the site. The proposal includes a new internal road from NW Talus Drive for access to parking and for family queuing and loading. Visitor and staff parking would be accommodated in an approximately 35,000 sf, two-level parking garage with additional parking stalls provided on grade. There would be a separate road for bus queuing and loading accessed from Falcon Way NW. Fire lane access to the east and south portions of the building and to the track and field would be provided from NW Talus Drive adjacent to the easternmost property line. Offsite improvements include increasing the width of the sidewalk fronting the school property to accommodate both pedestrians and bicycles, widening a portion of Falcon Way NW from two 9-foot travel lanes to two 11-foot travel lanes to facilitate school bus entry/exit to the school, installing a traffic signal on NW Talus Drive at the main school driveway, and related pavement/signage markings at the NW Talus Drive/Falcon Way NW intersection.

Proponent: Issaquah School District No. 411

Location of the Proposal: Southeast corner of the intersection of NW Talus Drive and Falcon Way NW, Talus Parcel 17-B, in Issaquah, Washington. The site consists of one tax parcel (King County Tax Parcel No. 856273-0170)

Lead Agency: Issaquah School District No. 411

The Issaquah School District No. 411, acting as lead agency for this proposal, has determined that the proposal, as mitigated, does not have a probable significant adverse environmental impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.20C.030(2)(c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-340(2) and WAC 197-11-350. The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:30 p.m. on February 10, 2020. The responsible official will reconsider the MDNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the MDNS. If the MDNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official:	Jacob Kuper CFO/COO Issaquah School District No. 411 5150 220 th Ave SE Issaquah, WA 98029
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Questions may be directed and comments may be submitted by 4:30 p.m., February 10, 2020, to: Tom Mullins, Director of Capital Projects, Issaquah School District No. 411, 5150 220th Ave SE, Issaquah, WA 98029. There is no agency appeal.

Date of Issuance: January 27, 2020

Signature of Responsible Official:

A handwritten signature in blue ink, appearing to read "Tom Mullins", is written over a horizontal line.

Date: 01/27/2020

The following mitigating measures shall be attached as conditions for the above Threshold Determination for New Middle School No. 6:

EROSION AND SEDIMENTATION CONTROL

1. Construction will require a temporary erosion and sediment control (TESC) plan and Stormwater Pollution Prevention Plan (SWPPP) plan in accordance with the City of Issaquah and Department of Ecology standards. Best Management Practices (BMPs) may include construction phasing, site entrance stabilization, perimeter fencing, cover techniques, check dams, construction water dispersion, interceptor ditches, and sedimentation traps/ponds. Construction BMPs will meet requirements contained within the 2016 *King County Surface Water Design Manual*.
2. The project will comply with NPDES permit requirements.

AIR

1. The contractor will be required to water the site during summer months or over extended dry periods during construction in order to control dust.
2. The site will provide for alternative fuel vehicle parking stalls and bicycle/pedestrian routes in an effort to lessen long-term air emissions from vehicle travel to/from the school. School bus access will be provided to students, including those living within the Talus community.
3. A single diesel standby generator (to be used for emergency purposes only) will meet EPA Tier 3 emissions requirements.

STORM WATER/SURFACE WATER/GROUND WATER

1. Stormwater will be managed via a new underground detention facility that matches the post-developed flow rates to historic flow conditions in order to minimize impact due to concentrated fills. A media filter will be installed downstream of the detention facility to treat on-site runoff for enhanced water quality treatment meeting requirements of the 2016 *King County Surface Water Design Manual (KCSWDM)*. The storm system will discharge to the public storm system running down SR 900.
2. The project will match existing grades at the project boundary to reduce impacts to the drainage patterns.

PLANTS/ANIMALS

1. Tree removal and replacement will comply with City of Issaquah tree preservation requirements.
2. New landscaping will utilize plants primarily native and drought resistant.

NOISE

1. Construction activities will be limited to construction hours set forth in the Issaquah Municipal Code.
2. Building windows will be constructed and sealed in a manner to reduce the impact of outside noise from trucks driving on NW Talus Drive and noise spikes from overflying planes.
3. The emergency generator will be located within a sound enclosure that limits noise to 75 dBA at 20 feet. Testing of the generator will occur only during permitted construction hours set forth in the Issaquah Municipal Code.
4. The installation of permanent speakers at the playfield is prohibited. Portable speakers or bullhorns may be used for school operations or school-sponsored events.

5. Third party/community users of the field will be prohibited from using portable speakers/bullhorns. Field signage will be installed to enforce this prohibition.

LIGHTING:

1. Building and parking area lights will use LED full cutoff with low glare lens.
2. Field lighting will be LED cutoff, shielded and the top of fixtures will be below views from the neighboring property. Field lighting will only occur during scheduled field activities.
3. No field lighting will be permitted after 9:15 p.m. (scheduled field activities must end by 9:00 p.m., with low lights remaining on until 9:15 p.m. to the extent necessary to provide for safe exit).
4. Lighting zones will be utilized to selectively light areas of site in use, with each fixture providing a motion sensor that reduces light output to 30% when no motion is present.
5. No building/parking area lights will be utilized after 11:00 p.m.

TRANSPORTATION

1. Public school bus service will be provided to students attending the school, including those living within the Talus community.
2. A portion of Falcon Way NW will be widened from two 9-foot travel lanes to two 11-foot travel lanes to facilitate school bus entry and exit.
3. The project will include installation of a traffic signal on NW Talus Drive at the main entrance to the school site, and optimization of the signal timings at the NW Talus Drive / SR 900 intersection.
4. Signage and markings will be added at the intersection of NW Talus Drive/Falcon Way NW to reduce blocking of the school site entrance.
5. The project will provide for a restricted emergency access (using gates and/or removable bollards) from NW Talus Drive.
6. The project will include implementation of a school zone speed limit of 20 mph, with flashing beacons, along the segment of NW Talus Drive adjacent to and approaching the school.
7. School crossing guards will be provided as determined by the District as necessary for student safety.
8. The project will widen the sidewalk fronting the school site along NW Talus Drive in order to accommodate both pedestrians and bikes.
9. On-site loading and circulation will be designed to accommodate queuing associated with student drop-off and pick-up.
10. The School will develop and implement a Transportation Management Plan (TMP) with measures to reduce traffic impacts and prevent parking overspill into neighborhood streets. Planned TMP measures include identifying safe walk/bike routes, procedures and travel routes for student drop-off/pick-up, and parking procedures (including identification of neighborhood parking prohibitions).
11. The School will develop and implement a School-Event Transportation Management Plan that will include a schedule of large events, neighborhood communication protocols, and parking management measures. The plan will identify, in advance, the number and frequency of large-attendance events expected each school year and include a neighborhood communication component to inform nearby neighbors. The plan will be updated annually (or as events are scheduled) and will provide information about the dates, times, and rough magnitude of attendance. For events with expected attendance of

more than 300 persons, the District will secure additional off-site parking and provide shuttle service between the off-site parking location and the school site.

12. The School will conduct annual monitoring of traffic queuing and parking conditions and add to or adjust TMPs as needed to address identified issues. The annual monitoring will expire at the point that three consecutive years of monitoring—with the school at 90% occupancy or greater, but not exceeding a maximum enrollment of 900 students—shows that the implemented TMP measures maintain adequate parking and queuing conditions, and that no additional measures are needed.
13. The District is aware that speeding on Talus Drive is a pre-existing condition unrelated to the school per the *Transportation Technical Report* prepared for the project (Heffron Transportation, December 13, 2019). Two years following opening of the New Middle School, the District will provide funding to the City of Issaquah for a traffic speed study for Talus Drive in the area of the School. If that study shows that the daily 85th-percentile speed on Talus Drive has increased beyond the current baseline (as identified in the *Transportation Technical Report*), the District will provide the City with up to \$50,000 toward the cost of an appropriate resolution.

END